Claims 26 and 47 were rejected under 35 USC §112 because the specification and drawings do not teach the rear frame mounting bracket portion being oriented substantially perpendicular to the motor mounting bracket portion. Claims 26 and 47 have been amended to clarify that the motor mounting bracket portion has a surface facing upwardly, and that the rear frame mounting bracket portion includes a surface having an opening therein for receiving an axle therethrough, wherein the surface of the rear frame mounting bracket portion having the opening therein faces laterally. It is believed that these amendments overcome this basis for rejection.

Claims 10-15, 18, 21-26, 29 and 44-47 were rejected under 35 U.S.C. §102(e) as being anticipated by Pei, et al (US 6,257,533). This basis for rejection is respectfully traversed in view of the amendments to the claims.

Independent claims 10 and 44 have been amended to recite the bell crank mounting member (claim 10) or first mounting ear (claim 44) extending laterally. The examiner refers to Pei, et al's ears (40) with their holes (371) as satisfying the bell crank mounting member and mounting ear limitations, but those members extend upwardly rather than laterally as now claimed, and there is no reason why one would want to change the existing orientation.

Claim 11 has been canceled, so this basis for rejection is considered moot for that claim.

Independent claim 12 has been amended to recite the transition bracket portion extending downwardly from the motor mounting bracket portion. The bracket portion between ears (36) and (40) in the Pei, et al device extends upwardly from the spring section (32) that the examiner refers to as the motor mounting bracket portion (32), and there is no reason why one would want to change the existing orientation.

As noted above, claim 47 has been amended to clarify that the rear frame mounting bracket portion includes a surface having an opening therein for receiving an axle therethrough, wherein the surface of the rear frame mounting bracket portion having the opening therein faces laterally. The

surface of element (41) in Pei, et al that has the opening (44) therein faces rearwardly, and there is no reason why one would want to change the existing orientation.

The applicant assumes that the reference to Ludwig is a clerical error, as that reference was applied in the last office action and does not appear to apply to the present claims.

Accordingly, it is believed that the rejections under 35 USC §102 and §112 have been overcome by the foregoing amendment and remarks, and it is submitted that the claims are in condition for allowance. Reconsideration of this application as amended is respectfully requested. Allowance of all claims is earnestly solicited.

Respectfully submitted,

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VERSION OF AMENDMENTS WITH MARKINGS TO SHOW CHANGES MADE

IN THE CLAIMS

Claims 10, 12, 26, 27, 30, 44 and 47 have been amended as follows:

10. (Twice Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion;

a transition bracket portion extending downwardly from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion; and

a bell crank mounting member disposed on one of the transition bracket portion and the rear frame mounting bracket portion and extending laterally therefrom.

12. (Twice Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion;

a transition bracket portion extending downwardly from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion;

a bell crank mounting member disposed on one of the transition bracket portion and the rear frame mounting bracket portion;

a front frame mounting bracket portion extending from the motor mounting bracket portion; and

wherein the front frame mounting bracket portion extends downwardly from the motor mounting bracket portion.

26. (Amended) The bracket according to claim 25 wherein the motor mounting bracket portion has a surface facing upwardly, wherein the rear frame mounting bracket portion [defining the opening is oriented substantially perpendicular to the motor mounting bracket portion] includes a surface having an opening therein for receiving an axle therethrough, and wherein the surface of the frame mounting bracket portion having the opening therein faces laterally.

27. (Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion;

a transition bracket portion extending from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion;

a bell crank mounting member disposed on one of the transition bracket portion and the rear frame mounting bracket portion;

a front frame mounting bracket portion extending from the motor mounting bracket portion;

wherein the front frame mounting bracket portion extends downwardly from the motor mounting bracket portion; and

[The bracket according to claim 12 further comprising] a wire guide disposed on the transition bracket portion.

30. (Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion;

a transition bracket portion extending from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion;

a bell crank mounting member disposed on one of the transition bracket portion and the rear frame mounting bracket portion;

a front frame mounting bracket portion extending from the motor mounting bracket portion;

wherein the front frame mounting bracket portion extends downwardly from the motor mounting bracket portion;

[The bracket according to claim 12] wherein the transition bracket portion is inclined relative to the motor mounting bracket portion, and further comprising:

a wire guide disposed on the transition bracket portion; and

wherein the motor mounting bracket portion, the front frame mounting bracket portion, the transition bracket portion, the wire guide and the rear frame mounting bracket portion are one-piece.

44. (Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion;

a transition bracket portion extending from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion; and

a first mounting ear projecting laterally from one of the transition bracket portion and the rear frame mounting bracket portion for mounting a bell crank thereto.

47. (Amended) A bell crank mounting bracket for a bicycle hub transmission comprising:

a motor mounting bracket portion having a surface facing upwardly;

a transition bracket portion extending from the motor mounting bracket portion;

a rear frame mounting bracket portion extending from the transition bracket portion;

wherein the rear frame mounting bracket portion [defines an opening for receiving an axle therethrough] includes a surface having an opening therein for receiving an axle therethrough, and wherein the surface of the frame mounting bracket portion having the opening therein faces laterally;

[wherein the rear frame mounting bracket portion defining the opening is oriented substantially perpendicular to the motor mounting bracket portion;]

wherein the transition bracket portion is inclined relative to one of the motor mounting bracket portion and the rear frame mounting bracket portion; and

a bell crank mounting member disposed on one of the transition bracket portion and the rear frame mounting bracket portion.